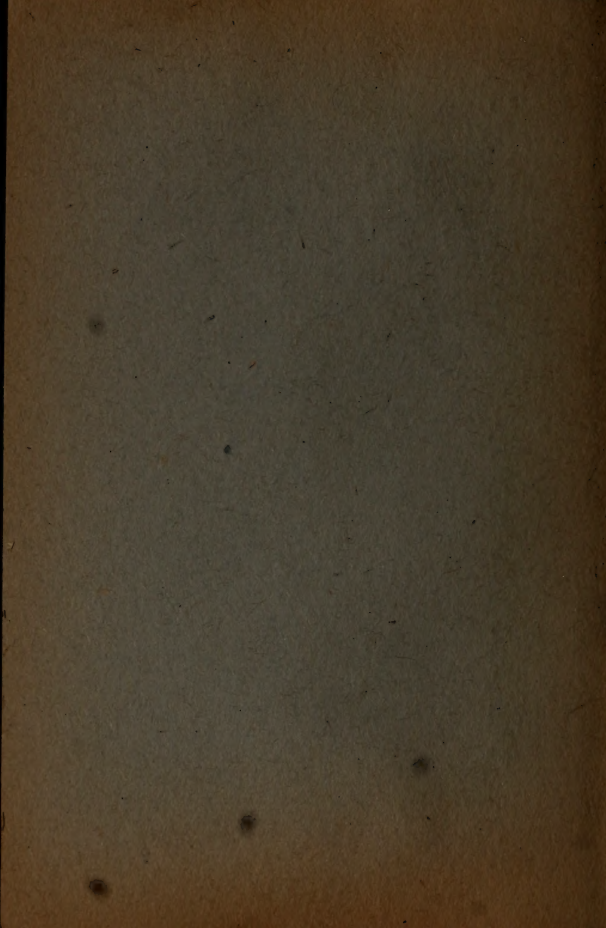


LITTLE BLUE BOOK NO. 1002
Edited by E. Haldeman-Julius

A Dictionary of Sea Terms

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A DICTIONARY OF SEA TERMS



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Aback, whenever the wind from any cause presses a square sail against the mast, that sail or sails are aback.

Abaft, when an object on board ship is astern of another it is abaft, as abaft the mast, abaft the bitts, abaft the deck house, etc.; of distant objects it is also used in describing their bearing, as one, two, or three points abaft the beam; nothing is ever abaft the bow, since it is then so many points forward of the beam.

Abeam, any object bearing eight points from dead ahead is off the beam; if bearing four points from dead ahead it off the bow, four more points bringing it abeam. (See Point.)

About, whenever a vessel under sail changes her course so as to bring the wind from one bow directly to the other she goes about; a steamer under weigh always comes about, or puts about; no vessel ever turns around.

Abreast, whenever two or more objects are on a line with one another they are abreast; if brought to the line, they are put abreast.

Adrift, anything floating at random is adrift, and anything repudiated or discarded is cast adrift, whether it will float or not; likewise any object lashed to the deck or otherwise secured may carry away its lashings and go adrift, without ever touching water.

Afloat, a thing is afloat when not grounded.
(See Aground.)

Aft, toward the stern from any point on board.

Afterguard, the officers and petty officers, such as the mates, carpenter, steward, etc.
(See Idlers.)

Afterpart, from amidships aft; the term is also applied to anything stationary on board, such as the afterpart of the galley, the deck house, etc.

Aground, if a vessel touches the bottom at any time she is aground, even if this is a temporary condition; she may also run aground, or drift aground, or be driven aground and be wrecked.

Ahead, any point or object lying forward of the beam is, loosely, ahead; dead ahead means in front of the vessel's stem, either close aboard or far away.

Alee, to leeward; on a sailing vessel the last order given, after all gear is in hand and ready, is "Helm alee," which means the helm is to be put to leeward (down) and that the vessel's head will soon be up in the wind.
(See Stays.)

Allotment, a specified sum of money which the seaman never sees—when signing on for a voyage the signee may direct that a certain portion of his wages be paid by the owners to someone on shore each month, and this sum is called his allotment.

All Hands, every employee on board.

Aloft, anything well above the deck, whether it be in the rigging, on a yard, or triced against the mast or smokestack.

Amidships, any object on deck near the center-line of a vessel or boat is amidships; the thwartship line does not count, and a capstan on the forecastle, or a coil of rope on the poop, is amidships; the helm is amidships when it parallels the keel, i.e., the centerline of the vessel.

Anchor, a weight of any kind used for securing an object in the water.

Anchor Chain, a cable secured to an anchor; its length is a cable's length, 100 or 120 fathoms.

Anchor Lights, the lights displayed by a vessel at anchor; one light well forward, one well aft.

Anchor Watch, the man (sometimes men) on watch at night while the vessel is at anchor.

Ardency, the tendency of a craft under sail to nose up into the wind.

Articles, a contract between the ship's owners and the crew stating the duration of the voyage, the amount of pay, etc.; when a man signs the articles he is shipped, hired.

Astern, any object lying abaft a vessel's quarter is astern.

Astrolabe, an old time implement used for measuring the sun's altitude; it was the forerunner of our present day instrument, the sextant.

Automatic Plug, a valve placed in the bottom of lifeboats whereby water may run out of the boat when it is hoisted and none run in when it is in the water.

Auxiliary, a vessel equipped with both sail and power.

Avast, pronounced 'vast; meaning to cease hauling.

Awash, when an object is partly submerged it is awash, even though the water at the time is not breaking over it; on charts low rocks are described as being awash.

Aye, meaning yes; "aye, aye, sir," means "I understand."

Azimuth, the bearing of a heavenly body from an observer at any instant of time.

Azimuth Tables, a set of tables containing the sun's azimuth for every so many minutes of the day; such tables are a necessity to the navigator for verifying his compass. (See Compass Error.)

Backing and Filling, when a steamer is maneuvering to her wharf she is often required to go ahead and back, which is backing and filling; a sail is backing and filling when it alternately fills with wind and spills.

Back Board, a piece of carved and polished hard wood plank which ships in the stern of naval boats such as cutters, gigs, and barges.

Back Bone, the centerpiece, or ridge of an awning.

Back Cloth, a piece of blue broadcloth about six feet square which is spread out in the stern-sheets of a gig or barge for the officer to sit on; used only in naval small boats.

Back Stay, any stay leading from a mast aft is a back stay; they serve to stay the mast from going ahead, being used on upper masts only, i. e., on topmasts, topgallant masts, etc.

Balance Rudder, a rudder so designed that it extends forward of the rudder post; a balance rudder gives a maximum influence upon the craft with a minimum of power expended in its operation.

Ballast, valueless weight carried as cargo to give the vessel stability.

Ballast Seam, found on wooden vessels only, and is the lowest seam of the waterline. (See Waterline.)

Balloon Jib, a great jib spreading to leeward of all other headsails.

Barge, every flagship of the Navy carries a barge, a boat used exclusively by the admiral and his staff; in commerce a barge is a vessel used for carrying freight beneath hatches; some present day barges are equipped with power, but as a rule they are dismantled hulks, towed from place to place by tugs. (See Lighter.)

Barometer, an instrument used for measuring atmospheric pressure; some barometers are of mercurial type, others, are not; barometers are used in forecasting the weather.

Barque, a three masted vessel having yards on the fore and mainmasts, being fore-and-aft rigged on the mizzen; there are also four and five masted barques, these having yards on all masts except the last.

Barquentine, a three masted vessel having yards on her foremast; there are also four and five masted barquentines, these having yards on the foremast alone, being fore-and-aft rigged on all other masts.

Barraty, an intentional act by master or men which injures the ship or defrauds the owners.

Battleship, a vessel of war having heavy armor and a main and secondary battery. (See Dreadnaught.)

Battle Cruiser, a vessel of war having some armor, great speed, and a heavy battery—a battery equal to a battleship. (See Cruiser.)

Beach Comber, a sailor without a ship, usually destitute, and seeking to sponge from whom-ever he can.

Bear-A-Hand, an expression meaning to hurry up.

Bearing, the direction in which any distant object lies from the ship—the direction being taken from the compass North, i. e., the compass direction.

Becket, a small bight of rope. (See Bight.)

Becket Bend, a bend for making fast a free end of rope into a becket.

Bees, pieces of hard wood bolted one on each side of the bowsprit through which the fore-topmast stays reeve; they keep the stays from sliding along the bowsprit.

Before the Mast, when one ships as a sailor, he ships before the mast.

Bergoo, a cereal mush of any kind.

Belay, to make fast a piece of running gear; to cease doing anything; to belay an order is to countermand it.

Belaying Pin, a pin of hard wood or metal about twelve inches long which slips through pin-rails and fiferails, and is used to make fast running gear around.

Berth, a bed; an officer's job; and a place where a certain ship moors alongside a wharf.

Bibbs, the bibbs are two heavy wooden knees bolted fore-and-aft, one on each side of the lowermasts at the doublings—virtually, the bibbs hold the top aloft.

Bible Pounder, one who spends much of his time reading the Bible.

Bight, a large becket becomes a bight, and a large bight becomes a loop; a bight of rope must be open, i.e., its end not secured to its own part, and any material that will bend readily will form a bight; a geographical bight is a small bay.

Bilges, the bottom of a boat, ship, or vessel inside.

Bilge Keels, angle irons extending along the outside of a vessel at the bilge; rolling chocks, used for decreasing the rolling tendency.

Bitter End, that end of an anchor chain which secures on board the ship.

Bitts, strong heavy devices bolted to the deck in various places and used for making mooring lines, anchor chains, etc., fast to; bitts are always in pairs except the anchor bitt, which is a single short heavy post.

Black Gang, the engineer force.

Block, an iron or wooden shell containing one or more sheaves (pulleys) and used for reeving lines and ropes through; every purchase must contain one or more blocks.

Boat, a small craft designed to be propelled by oars, sail, or power; most boats used at sea are life-boats. (See Whaleboat)

Boatswain, a petty officer whose duty it is to see that the ship's work is properly done.

Bobstays, short chains leading from the stem to the bowsprit, serving to hold that member down.

Bolsters, pieces of wood with one sharp corner rounded off and placed on top of the trestle-trees.

Boltrope, the rope sewed to the border of every sail to strengthen it.

Bonnet, an extension to a headsail made to lace along the foot of the sail to be lengthened; usually they are used on jibs only.

Bowsprit, a spar extending out over the stem of a vessel to give spread to the headsails.

Box Hauling, a maneuver of a square rigged vessel whereby the fore yards are braced opposite to the mainyards—among other purposes, boxhauling is used when heaving the vessel to (stopping her).

Braces, every square yard has two braces, one at each arm to trim the yard with; braces are made of rope.

Brails, pieces of running gear used for tricing up a sail preparatory to furling it; on fore-and-aft sails the brails, when carried, smother the sail in against the mast preparatory to furling it.

Bridge, a raised platform on steam vessels usually just abaft the foremast containing the pilot house, wheel, and other aids to navigation.

Brig, a two masted vessel having square yards on both masts; also it is the jail on board of vessels of war, prisoners being confined there for disciplinary purposes.

Brigantine, a two masted vessel having square yards on the foremast, being fore-and-aft rigged on the main; a hermaphrodite brig.

Buckler, iron shutters which swing down over the hawse pipes and closing them—but few ships carry bucklers.

Buckling, when a spar is bending under strain it is buckling; a bent spar is buckled.

Bucko, a type of officer who used his fists or a weapon in enforcing orders; bucko mates have nearly passed from the sea.

Bull Rope, a tackle used on some awnings to haul the backbone taut.

Bull Tackle, a tackle used on vessels of fore-and-aft rig to hold the booms to leeward; a vessel carrying these tackles can not gybe.

Bull's Eye, a thimble of hard wood seized on the rigging and used for giving a fair lead to pieces of running gear.

Bum Boat, a boat coming alongside vessels and selling trinkets and knick-knacks.

Bum Boatman, a pedlar of trinkets aboard vessels.

Bunt, the middle portion of a sail when it is furled on a yard—only square sails have bunts.

Bunt Cloth, a piece of canvas at the center of a yard to help hold the bunt of a sail.

Bunting, a specially woven fabric of which flags are made.

Buoy, any floating object anchored to mark a certain spot or thing; a bell buoy carries a bell and marks a sunken reef or rock.

Burgee, a swallow-tailed flag.

Butt, the short seam formed by the ends of ship's planking coming together; casks containing wine; barrels containing water for drinking purposes.

By the Wind, a method of steering. (See Close Hauled).

Cable, marine cable is an assembly of wires armored and insulated from one another and used for telegraph lines; the term cable is also applied to tow-lines, anchor chains, wire rope, etc.

Caboose, a ship's kitchen. (See Galley.)

Calking, every seam in a vessel's hull must be made water tight, and the method of doing this is called calking; on steel vessels it is done with a chisel-like tool, on wooden ships oakum is driven into the seams which are afterwards sealed with pitch.

Calking off, sleeping during one's watch on deck.

Camel, a solidly built float used as a fender between a vessel and the wharf to keep the vessel's side from rubbing.

Cap, a device used to help form a junction between masts; there is a cap at the lowermast head, the topmast head, and on the end of the bowsprit to help hold the upper members in place. (See Mast.)

Cap Shore, a piece of spar extending from the top up to the forward end of the lowermast cap to hold it in a horizontal position—without this support a cap would tend to sag downward.

Capstan, a vertical barrel-like rotator around which turns of a line may be passed for purposes of heaving in on it; there are hand capstans and steam capstans. (See Windlass)

Capstan Bar, a bar slipped into the pigeon hole of a capstan to serve as a lever in heaving the capstan around; they differ in length and in weight, depending upon the size of the capstan; usually they are of wood, occasionally of iron.

Captain, an honorary title which custom has given to the master of a merchant vessel; legally he is always the master; a rank in the navy.

Capsize, to a seaman a boat never upsets or turns over—it capsizes.

Cardinal Points, every compass card has four points heavily marked; they are N. S. E. W., and are known as the cardinal points.

Cargo, whatever a vessel carries as a burden for profit.

Cargo Hook, a hook used on cargo whips—it is a large hook having a horn extending over its lip so it can not catch on to projections; another type of cargo hook is a hand hook used in handling baled hay, lumber, etc. (See *Cargo Whip*)

Cargo Net, a square or round net made of rope and used in handling small stuff cargo, such as small boxes, etc.

Cargo Ports, opening in a vessel's sides which can be closed water-tight at sea and opened in port for cargo purposes—they facilitate the handling of cargo.

Cargo Sling, a circle of rope or wire used for slinging large pieces of cargo.

Cargo Space, that space on board ship designated for holding cargo.

Cargo Whip, a whip used for hoisting cargo out of a vessel's hold; a single piece of line rove through a block and used for purposes of hoisting.

Carlines, the beams which support the decks.

Carric Bend, a knot used in bending the ends of two hawsers together; there is a single carric bend and a double, used for the same purposes.

Carry Away, anything that shatters or parts has carried away.

Carry On, a common expression in the Navy and means as you were; do whatever you were doing, etc.

Caravel, the 16th century caravel was a vessel of about 150 tons having broad bow, high narrow poop, and usually lateen in rig; the flagship of Columbus, the Santa Maria, was a caravel.

Castaway, a person ship wrecked, usually at some barren place.

Cat Boat, a sailing craft of broad beam with a single mast stepped well forward and spreading a single sail with gaff and boom; a few cat boats spread a jib; they are handy for bay sailing.

Cat Heads, two short sturdy davits projecting from each bow and used for heaving the anchors up flush with the bill boards; but few vessels today have cat heads.

Cat's Paw, a species of sheep shank placed in a cargo sling to shorten it; a hitch formed with the end of a line to receive a hook.

Center Board, a board shipping down through the center of a sailing craft to decrease leeway.

Center of Buoyancy, the center of the upward force exerted by whatever liquid in which an object floats. (See Center of Gravity)

Center of Effort, the center of propulsion of a vessel under sail—by furling, trimming, or increasing sail the center of effort may be changed at will, affecting the vessel in various ways.

Center of Gravity, the center of the downward force exerted by gravity on any object afloat.

Centiped, a backbone lying along the bowsprit and holding gaskets for making fast the jibs when furled—the gaskets branch from it like the legs of a centiped, therefore its name.

Chafing Gear, a covering placed on gear to prevent its being worn by chafing.

Chains, the spaces between the ship's side and the shrouds where they are spread away from the ship's side by the channels—found only on wooden vessels; a platform where the leadsman stands in heaving the hand lead.

Chain Plates, plates containing an eyebolt and secured to a vessel's side to provide a means of anchoring the lower ends of the shrouds.

Channels, wide pieces of hard wood secured to a vessel's side to give spread to the shrouds; they also provide a shoulder-like rest for the chainplates.

Chanty, a song sung to keep time to in treading around a capstan or when hauling on a line.

Chanty Man, the man knowing the chanties and leading the singing.

Chimes, that part of a barrel between the ends and the bilge—the part where the hoops go, the strongest section of a barrel.

Chips, the ship's carpenter.

Chock, a fairleader for heavy lines placed along the rail at intervals.

Chock-a-Block, a tackle hoisted together as close as the blocks forming it will go; anything filled to the brim is chock-a-block full.

Clawing Off, a vessel tacking to get clear of a lee shore.

Cleat, horned devices secured to the deck and various other places for the purpose of making lines fast to.

Clew, the after lower corner of a fore-and-aft sail; the two lower corners of a square sail.

Clew Iron, an iron device having three loop-like eyes secured into the clew of a sail.

Clew Garnet, a tackle hooked into the clew of a sail for tricing it up to the quarter of the yard in furling.

Clew Line, same as clew garnet except it is a single line and used on smaller sails.

Clinker Fork, a long bar used in the firerooms of coal burning steamers to fork out clinkers with.

Clinometer, a dial which shows the trim, or the list, of a vessel.

Clips, a species of clamp used on wire rope to form an eye instead of splicing—usually two clips are used, sometimes more.

Clipper, a type of sailing ship which was the fastest in the world.

Clipper Bow, an overhanging bow—present day dreadnaughts and cruisers have clipper bows.

Close Hauled, a vessel tacking as close into the wind as she can go; a vessel close hauled is usually steering by the wind, her compass direction being ignored.

Close In, a vessel running near the shore.

Close Reefed, a sail made as small as it can be made by reefing.

Clove Hitch, a hitch used for making fast the end of a rope to an object; a hitch used in securing ratlings to the shrouds.

Club, a light spar used to augment the length of a mast; a perpendicular gaff used on fore-and-aft rigs.

Club Topsail, a gaff topsail which is given greater spread by means of a club, used only on yachts.

Cock's Comb, a notched batten on the upper side of a yard arm.

Cock Pit, the stern-sheets of a partly decked over sailing craft in which one stands to steer.

Cod Line, cotton line used for various purposes.

Cofferdams, watertight compartments used on vessels of war—they run along inside the ship parallel with the waterline and are filled with a pithy substance which swells when water comes in contact with it so if a shell should penetrate the side the action of the water on the substance in the cofferdam would tend to close the hole.

Coir Rope, rope made from the fiber of coconut husks.

Compass, an instrument which always points toward the magnetic north.

Compass Card, that part of a compass on which the points, degrees, etc., are marked—an integral part of the compass.

Compass Error—the difference between the true North and the north of the compass—a compass seldom points to the true North. (See Variation)

Composite Vessel, a vessel having steel frames and beams but a wooden bottom.

Companion Way, a hatch used for communication to living quarters.

Conning Tower, a heavily armored compartment on the bridge of a war vessel from which the vessel may be controlled in action.

Contact Mine, a defense mine which explodes when struck by a vessel.

Cordage, rope of all kinds when in its original coils—when rove off it becomes gear.

Counter, that part of a vessel directly beneath the stern rail; the overhang.

Counter Mine, a heavy mine used for blowing up all other mines and thus clearing a bay or other mined locality.

Course, the direction a vessel is steered, the line she follows from point to point.

Coxswain, a petty officer in the Navy who looks after a boat; anyone who steers a boat.

Coxswain's Box, a shelf at the stern of a small boat where the coxswain sits when steering.

Craft, a small or medium sized vessel of any kind.

Cradle, a device for holding boats when carried aboard ship, usually securing them to the ship's deck.

Crane, a single heavy davit equipped with machinery for hoisting heavy weights such as boats, etc.

Cranky, a vessel under sail which is over sensitive to the heeling action of her sails; any vessel that rolls too easily.

Cringle, an eye of rope rove into the leech of a sail for making gear such as leechlines fast to; the upper corners of a square sail are made fast to the yard by means of cringles.

Cross Jack Yard, the lower yard on a mizzen mast.

Cross Trees, two pieces of timber which support the top; two pieces of timber which give spread to the topmast shrouds.

Crow's Foot, a device made of small ropes for supporting the backbone of an awning to prevent its sagging.

Crow's Nest, a place for the lookout to stand aloft.

Cruiser, a vessel of war having light armor and light armament but great size and speed.

Crutch, a support for a spanker boom when the sail is furled.

Cutter, a rig of fore-and-aft type resembling the sloop. (See Sloop)

Cyrus Nople, the galley smokestack.

Dago, a person of Latin extraction; anyone with a dark skin, excepting the Negro.

Dasher Block, a small block secured at the end of a gaff through which signal halyards are rove.

Davy Jones' Locker, the neither regions; the bottom of the sea.

Davits, devices for carrying boats; an upright craned over bar furnishing a means for hoisting something, as an anchor, etc

Davit Guys, lines which hold davits in place from swinging.

Davit Span, a line extending from one davit head to another to give the davits a uniform motion when being swung out.

Dead Eye, a piece of hard wood having three holes through it to take a lanyard by which means a stay, shroud, etc., may be tautened.

Dead Lights, small ports which furnish light and ventilation.

Dead Horse, the amount of money the sailor owes the ship at the time of his signing on for a voyage—when the advance system was in vogue the amount of the advance was the dead horse, usually a month's pay.

Dead Reckoning, a species of navigation in which no observation of stellar bodies is used.

Dead Weight, the total weight that a ship's hull of given dimensions will carry—a term not much used in American shipping circles.

Dead Wood, that portion of a craft where her sternpost joins her keel.

Dead Works, that part of a loaded vessel which remains above water.

Deck, any kind of floor aboard a vessel.

Deck Beams, heavy beams running athwartships and supporting the deck.

Deck Hand, a man employed on board small craft; a seaman; a man employed on river craft.

Deck Light, a deadlight placed in the deck to give light and ventilation.

Departure, a certain point from which the vessel's first course was laid off when starting on the voyage; amount of longitude made good.

Deep Sea Lead, a heavy lead used for taking deep soundings.

Derelict, a dismantled hulk floating at random; a deserted vessel.

Diamond Knot, a fancy knot tied with four strands of rope; a clipper knot.

Destroyer, a small vessel of war having great speed, some light armament, and torpedo tubes; a vessel designed to destroy torpedo boats.

Deviation of Compass, a part of the compass error. (See Compass Error)

Displacement, the number of tons of water that a vessel displaces—sometimes the displacement is measured in cubic feet.

Ditty Box, a small box used by seamen to keep articles and trinkets in.

Ditty Bag, a bag used for the same purpose as the ditty box.

Dog Watches, from four to six, and from six to eight in the evening.

Dolly, a roller used in handling heavy cargo.

Dolphin, a short sturdy post on a wharf with a ringbolt in it for making ship's lines fast to; a bollard; a spar mooring-buoy.

Dolphin Striker, a short spar beneath the bowsprit projecting downward and giving spread to the head stays; a martingale.

Double Topsails, on most square rigged ships today the topsails are divided by crossing an extra topsail yard and such sails are double topsails—two small sails being easier to handle than one large one.

Down by the Head, a vessel with her bow lower in the water than her stern.

Down by the Stern, a vessel with her stern lower in the water than her bow.

Dreadnaught, a war vessel mounting all big guns. (See Superdreadnaught)

Dredge, a hulk or barge fitted with pumps for deepening channels.

Drop, the length of a sail from head to foot.

Drum, that part of a capstan around which turns of line are taken when heaving in; the barrel.

Draft, the amount of water in feet that a vessel draws.

Drift, the velocity of a flowing current or tide; the distance a vessel might drift when disabled.

Drift Lead, a lead lowered to ascertain whether a vessel be drifting.

Drift Wood, wood of any kind floating at random.

Driving, a vessel running before the wind under short canvas.

Duck, light canvas used for boat sails.

Dungarees, overalls worn at sea.

Dunnage, lumber placed in a ship's bottom to protect it from cargo; a sailor's effects.

Dunnage Bag, a sailor's clothes bag.

Dory, a type of skiff used principally by the fishermen off the New Foundland banks.

Earing, a lashing which secures the head ear-ring cringles of a square sail to the yard. (See Cringle)

Ease Away, slack away gently on anything; to relieve the strain on mooring lines.

East Indiaman, a luxurious type of ship plying between England and India about 1800.

Ebb Tide, tide that is running out; low water.

Eddy, backwater formed at the pier, etc.

Elastic Limit, the limit of strain a ship will endure.

Elbow, a double cross in the anchor chains when two anchors are down.

End On, a mode of stowing cargo such as piles, etc.

Engine Room, the space on steamers where the engines are contained.

Even Keel, a vessel upright in the water; without list; not rolling.

Ensign, the flag of any country; a rank in the navy.

Eye Bolt, a bolt with an eye in one end secured into the deck for hooking falls and blocks into.

Eye Splice, a method of forming a permanent eye in a rope's end; a loop so formed.

Eyelets, a protection for holes through which a lacing reeves.

Eyes, the extreme forward part of a ship.

Fair Leader, see Bull's Eye, see Chock.

Fair Way, a channel kept clear for navigation.

Fake, a method of laying a hawser on deck so it will run clear when being paid out; looped down; flemished down.

Fall, the hauling part of a tackle; a permanent purchase such as a boat fall, a gangway fall, etc.

Fast, to make fast; secure as "Is it fast?"

Fathom, a sea measurement equaling six feet.

Fid, a wooden implement for opening the lay of rope in splicing; a species of toggle which holds topmasts and topgallant masts aloft by passing through a hole near their heels and resting on the trestle-trees; a marlin spike made of wood.

Fid Hole, the hole near the heel of topmasts and topgallant masts through which the fid passes to hold them aloft.

Fiddle Block, a block having two sheaves one above the other on the same plane one smaller than the other.

Fiddley, a space around a smokestack where it passes through the decks; the fiddley hatch; fiddley gratings.

Fife Rail, a rail near the mast holding-belaying pins to which running gear is made fast to. (See Pin Rail)

First Luff, the executive officer of a man-of-war.

First Mate, the mate in command next to the master.

Fisherman's Bend, a bend whose principal use is to make fast a line to an anchor.

Fisherman's Topsail, a type of staysail used on schooners, spreading from truck to truck between masts.

Fish Hook, a hook on the lower block of a cat fall for hooking into the anchor and heaving it to the cat head. (See Cat Head)

Ferrule, an iron band fitting around the end of a spar or sprit to keep it from splitting or checking.

Fist Onto, get hold of; lend a hand; lay hold of and pull.

Fender, any object used for protecting a vessel's side from chafe when alongside a wharf or another vessel. (See Camel)

Flag Pole, a staff always aft where the ensign is hoisted.

Fleet, an assembly of war vessels numbering more than four.

Floor Plates, iron plates forming the floor of a fire room.

Foot Ropes, ropes running beneath yards to stand on when laying out on the yard.

Fog Flash, a strong light placed on pierheads of ferry slips to guide the vessels in during fog.

Fore Mast, the forward mast of a vessel having two or more masts.

Fore Stay, the lowest stay leading forward from the foremast.

Fore Topgallant Mast, the third spar of the foremast up from the deck.

Fore Topgallant Staysail, a sail spreading from the top gallant stay.

Fore Topgallant Stay, a stay leading from the topgallant masthead to the end of a jibboom.

Fore Topmast, the second spar of the foremast up from the deck.

Fore Royal Yard, the fourth yard up from the deck on the foremast. (If double topsails are carried it becomes the fifth)

Fore Skysail Yard, the fifth yard up from the deck on the foremast.

Fore Topgallant Yard, the third yard up from the deck on the foremast.

Fore Topsail Yard, the second yard up from the deck on the foremast.

Fore Yard, the first yard up from the deck on the foremast.

Fore Sail, the sail spread by the fore yard. (Likewise every other sail spread on a certain yard takes the name of the yard that spreads it)

Forelock Pin, a small pin which ships through an anchor chain shackle pin to hold the shackle pin from coming out.

Fore Foot, the lower end of the cutwater; the lower end of the stem.

Foul, a line tangled up; bad, as foul weather; not free, as a foul (plugged up) scupper.

Freeing Port, a port through a vessel's bulwark to keep the deck free of water; a large scupper.

Full and By, a vessel under sail which is not quite close hauled.

Full and Plenty, a saying used to describe a vessel's founding.

Futtock Band, a band around the lowermast beneath the top to which the futtock shrouds secure.

Futtock Shrouds, short chains leading from the side of the top down to the futtock band furnishing security for the lower ends of the topmast shrouds.

Futtock Timber, a timber bent to form the lower end of a compound rib of a vessel; a bent extention to a timber or rib.

Furled, a sail rolled and bundled up neatly on its yard or boom.

Gaff, a boom which gives spread to the head of a fore-and-aft sail.

Gaff Topsail, a sail which spreads above the gaff, sheeting home at the gaff's end, and halyarding aloft to the truck.

Galley, a vessel's kitchen; the caboose; cook's castle.

Gallied, frightened; confused; disconcerted.

Gammoning, bands which hold down a bowsprit, securing it to the stem.

Gangway, a means of egress and ingress to a vessel; that part of the waist forward of the mainmast out toward the rail; an expression meaning to make way.

Gantline, a single line rove off from a block and used for tricing something aloft; a single line rove through a block.

Garboard Strake, the first strake of planking next the keel.

Gasket, a canvas or rope stop used for securing a furled sail to its yard or boom.

Gear, a ship's equipment; pieces of rope; tackles, etc.

Gin Block, a heavy iron single sheave block.

Gob, a bluejacket; a man-of-war's man.

Goose Neck, a jointed pin used for securing the heel of a boom to a mast.

Goose Neck Band, a band around a mast to receive the pin of a gooseneck.

Goose Wing, a method of shortening sail by tricing up a clew or by letting go gaff hal-yards; a manner of reefing.

Grab Lines, lines to which small boats may get hold of for holding alongside a ship; boat lines.

Grapnel, a hook having three or more prongs and used for salvaging something which has fallen overboard.

Great Circle Sailing, following the course of a great circle on the earth; the shortest distance between two points on the globe.

Grommet, a ring of rope or wire; a ring for eyelets.

Ground Log, a weight dropped overboard fast to a log line and used for measuring a vessel's speed in a current, as in a river.

- Ground Tackle*, all the gear used in connection with catting an anchor.
- Gross Tonnage*, the number of tons a vessel can carry; the size of a vessel's hull.
- Gudgeons*, steeple-like devices for securing a rudder to its post.
- Guff*, insolence; back talk; contumacy.
- Guy*, a species of stay for holding something in place; slang term for a man.
- Hack Chronometer*, a cheap or old chronometer kept in the pilot house and accessible to cadets and quartermasters.
- Hail*, an accostation; a greeting.
- Half Mast*, an ensign hoisted half way up for purposes of mourning.
- Halyard*, a rope or purchase arranged for hoisting up a sail; a rope rove through a block and used for hoisting anything.
- Haze*, a light fog; to harass by making work difficult.
- Handsomely*, an expression "Be careful;" carefully, etc. (See Ease Away)
- Hand Lead*, a light lead bent to a line and hove from the chains for taking shallow soundings.
- Hand Spike*, a heavy wooden bar with an iron shoe on its end used for prying, pinching heavy weights, etc.; a wooden crowbar.
- Handy Billy*, a portable hand pump; a small tackle used for general purposes; a clumsy, inexperienced person.
- Hanks*, pieces of hoop-shaped iron for securing staysails to their stays.

- Harness Cask*, a cask in which salt beef and pork is kept.
- Harpoon*, a barbed spear attached to a line; a toggle iron; a Lilly iron.
- Hatch*, an opening in a vessel's deck for admitting cargo. (See Companionway)
- Hatch Combing*, a projection of the hatchway above the deck.
- Hatch Grating*, a grating for placing over a hatchway.
- Hatch Tarpaulin*, a canvas covering for a hatchway.
- Hawse Holes*, holes in a ship's bows through which the anchor chains pass.
- Head Outhaul*, a species of halyard for hauling out the head of a certain type of fore-and-aft sail to the end of its gaff.
- Headsails*, all sails that spread forward of the foremast such as jibs, staysails, etc.
- Head Way*, barely moving through the water; steerage way.
- Heart Deadeye*, a deadeye that is open through its center. (See Deadeye)
- Heave Short*, to heave in on an anchor chain until the anchor is just on the bottom, it is done in preparation of getting under weigh.
- Heave To*, to stop a vessel when under sail; to stop.
- Heaving Line*, a small rope with a weight on one end and used for purposes of throwing, it is used for getting a hawser to a wharf, etc.

Heel, the largest end of a spar; the lower end of a mast.

Heeling, when a vessel under sail is listed over; rolling.

Helm, a lever which operates a rudder. (See Wheel)

Helms Man, a man steering a vessel; a man who is skilled at steering.

Helm Port, a small sealed hatch just over the rudder head through which a tackle may be passed and used for unshipping the rudder.

Hermaphrodite, see Brigantine.

High and Dry, entirely clear of the water, as a boat on the beach.

Hell Ship, a vessel on which conditions are hard.

Hitch, a knot used for making fast the end of a rope; a knot that will jam when strain comes upon it—there are many types of hitches.

Hold, the principal cargo space of a ship. (See Cargo Space)

Hold All, a piece of canvas roped around and used like a cargo net.

Hold Off, to wait; delay.

Hold On, to hang on, said of a boat laying at the gangway.

Hold Water, dragging oars in the water to stop a boat; the opposite of giving away, or pulling.

Holy Joe, a preacher; a chaplain in the navy.

Holy Stone, a soft stone rubbed along the deck to clean and brighten it; a sailor's prayer book.

Homeward Bound, a vessel returning from a voyage.

Horse, a traveler on the deck to which a sheet block hooks allowing the block a certain amount of lateral freedom.

Horse Block, a species of bridge on sailing ships between the main and mizzen masts.

Horse Iron, an iron used for driving oakum into seams.

Housed, a mast that has been lowered part way down; an awning which has been given a pitch to turn rain by coming up the stops; anything stowed away and secured.

Hulk, the hull of a vessel that has seen better days; a dismantled vessel; an old ship.

Hull, the whole buoyant structure of a vessel.

Hull Down, a vessel so far away that only her top hamper can be seen above the horizon.

Hounds, that part of a lower mast near the masthead which has been slightly flattened to receive the bibbs. (See Bibbs)

Idlers, cooks, steward, supercargo—all men who stand no watches.

Inland, any point back from the beach.

Induced Draft, a force of air introduced into the smoke passage—a species of forced draft. (See Forced Draft)

Inlet, a narrow creek-like entrance to some larger bay.

Irish Pennant, a piece of rope yarn or other incongruity hanging aloft.

Irishman's Hurricane, a dead calm.

Irons, the situation of a sailing vessel that has attempted to go about and failed—she being in irons; harpoons; handcuffs; leg irons.

Jack, a flag always flown at the forward part of a vessel while the ensign is hoisted—every nation has a different jack. (See Flag Pole)

Jackass, a canvas stopper used for plugging up the hawse pipes when a vessel is at sea—many vessels do not need them.

Jacob's Ladder, a flexible ladder made of rope and used for various purposes.

Jammed, the condition of a bend or hitch which cannot be untied.

Jeer Block, a three sheave block.

Jeer Tackle, a three fold purchase for hoisting heavy weights.

Jib, a three cornered sail spreading forward of the foremast.

Jib Boom, a spar shipping on the end of the bowsprit.

Jib Tack, the forward lower corner of a jib; a lashing which secures the tack of a jib.

Jib Topsail, a jib spreading above and forward of all other head sails.

Jib Net, a net made of light rope beneath the bowsprit to catch the headsails when hauled down for furling.

Jigger, a small tackle for general use; a handy billy.

Jigger Mast, the after mast of a four masted vessel of any rig.

Jimmie Legs, a master-at-arms in the navy—slang term.

Jolly Boat, a dinghy; a werry, and sometimes a skiff.

Jolly Roger, skull and cross bones, the pirate's emblem.

Jumper Stay, a stay used on schooners running horizontally from masthead to masthead.

Jury Mast, an improvised mast to replace one that has carried away.

Jury Rudder, an improvised rudder to replace one that has carried away.

Kedge Anchor, a light anchor that may be carried away from the ship and the ship hauled up to it.

Kedging, hauling up to a kedge anchor to get into some certain position.

Keel, a heavy timber extending from stem to sternpost along the center of the hull outside; the bottom most part of a vessel.

Keelson, a heavy timber extending from stem to sternpost along the center of the hull inside.

King Spoke, a spoke of the wheel marked to show when the helm is amidships. (See Helm) (See Wheel)

Knee, a great bracket forming a sound junction between beams and timbers.

Kid, a wooden utensil resembling a small tub used for carrying food.

Knock Off, quit working; to quit anything.

Knot, a nautical mile containing 6,080 feet; a means of joining two ropes together; a fancy ornament formed with the unlayed ends of a rope, there are many different kinds of knots.

Lanyard, a short piece of string or rope used for securing something; a means of fastening the lower ends of shrouds and stays; a means of tautening shrouds and stays.

Lanyard Hitch, a special hitch used for making fast the ends of lanyards.

Lateen, a rig for small craft in which a triangular sail is spread with a long diagonal boom at its forward leech.

Lay, to go, as to Lay aft; to keep away, as to Lay off; to place out of commission, as to Lay up; to keep a vessel under sail stationary, as to Lay to; a percentage of the ship's earnings instead of wages, as Shipping on a lay; the twist of a rope; direction, as Where does the land lay?

Lazaret, a storeroom, usually aft under the cabin.

Lee, a direction away from the wind; to leeward.

Lee Board, a board placed over the lee side of a sailing craft to give the same effect as a center board. (See Center Board)

Lee Shore, land close to leeward of a vessel; a dangerous predicament.

Lee Side, the side opposite the one on which the wind is blowing.

Leech, the sides of a square sail; the edges of a fore-and-aft sail.

Leech Lines, lines made fast to the leeches of a sail to trice them up to the yard in furling.

Lend a Hand, to assist in doing something.

Life Boat, a boat carried for purpose of saving life; a boat equipped for no other purpose than saving life.

Life Line, a line stretched along a slippery or unsafe place.

Life Preserver, a buoyant device to be worn around the body.

Life Saver, a man employed for rescue work along dangerous coasts; a coast guard; a buoy to be thrown overboard to a person in the water.

Lifts, lines leading from mast to yard arms to hold a yard horizontal.

Lilly Iron, a small harpoon of the toggle type.

Limbers, holes through a vessel's timbers to allow bilge water to run from one space to another; limber holes.

Limber Chains, chains passing limbers to keep them clear of residue.

Limey, a lime juicer; an Englishman; a cockney.

Lime Juicer, a British ship; an Englishman.

Light Sails, the topgallants, royals, and sky-sails.

Ligh'er, an open float for carrying merchandise. (See Barge)

Lighten, to remove cargo and heavy objects to float a vessel grounded.

Lizard, a short piece of rope with a bull's eye spliced into one end and used for purposes of fairleading. (See Fair Leader)

Log, an instrument for measuring the distance a vessel has traveled within a given time by which her speed is calculated; a book in which a history of the voyage is kept; a piece of rough timber.

Longitude, distance east or west on the earth; departure.

Long Splice, a method of joining the ends of two lines without enlarging the line.

Lookout, a man on watch whose duty it is to report anything that comes in sight while the vessel is under weigh.

Loot, to pilfer cargo; to steal junk.

Lubber, a landsman trying to be a seaman; an unhandy fellow.

Lubber's Hole, a manhole in each side of a top.

Lubber's Point, a mark on the inside of a compass bowl which corresponds with the stem of the ship; an index mark to show how the vessel is heading.

Luff, the forward leech of a fore-and-aft sail; to ease down the helm and allow the ship's head to go up into the wind; to heave to temporarily, as to Luff up.

Luff Tackle, a small purchase formed with one single and one double block and used for various purposes.

Leech, the sides of a square sail; the edges of a fore-and-aft sail.

Leech Lines, lines made fast to the leeches of a sail to trice them up to the yard in furling.

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Limey, a lime juicer; an Englishman; a cockney.

Lime Juicer, a British ship; an Englishman.

Light Sails, the topgallants, royals, and sky-sails.

Lighter, an open float for carrying merchandise. (See Barge)

- Lighten*, to remove cargo and heavy objects to float a vessel grounded.
- Lizard*, a short piece of rope with a bull's eye spliced into one end and used for purposes of fairleading. (See Fair Leader)
- Log*, an instrument for measuring the distance a vessel has traveled within a given time by which her speed is calculated; a book in which a history of the voyage is kept; a piece of rough timber.
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- Long Splice*, a method of joining the ends of two lines without enlarging the line.
- Lookout*, a man on watch whose duty it is to report anything that comes in sight while the vessel is under weigh.
- Loot*, to pilfer cargo; to steal junk.
- Lubber*, a landsman trying to be a seaman; an unhandy fellow.
- Lubber's Hole*, a manhole in each side of a top.
- Lubber's Point*, a mark on the inside of a compass bowl which corresponds with the stem of the ship; an index mark to show how the vessel is heading.
- Luff*, the forward leech of a fore-and-aft sail; to ease down the helm and allow the ship's head to go up into the wind; to heave to temporarily, as to Luff up.
- Luff Tackle*, a small purchase formed with one single and one double block and used for various purposes.

Lug, a fore-and-aft rig used in small craft slightly resembling the lateen but having a much shorter boom. (See Lateen)

Lugger, a vessel spreading one, two, and sometimes three lug sails.

Lurch, a sudden pitch—a nose dive.

Lyle Gun, a small muzzle-loading cannon for firing a projectile with a light line attached to it by which means communication can be established with the shore for life saving purposes.

Main Deck, the second deck of a vessel—the deck beneath the spar deck.

Main Mast, the second mast aft; the largest mast on yawls; the only mast on a sloop.

Manger, a space forward designed to receive what water washes through the hawse holes to keep it from running aft.

Man Rope, a rope to catch hold of when ascending or descending a ladder.

Marine, a soldier of the sea; a leather neck (naval slang term)

Marine Railway, a mobile cradle running upon submerged rails for beaching small craft and vessels.

Make Fast, to secure a fall or line; to secure anything.

Marline, small two-stranded line made of long tow laid up left handed and tarred—used for stops, serving, seizings, etc.

Marline Spike, a pointed steel tool used principally for splicing wire.

Marline Spike Seamanship, the ability to tie knots, bends and hitches; make splices, sew canvas, laying up sennet and steer.

Masts, except on steamer and small craft masts are built up of spars, the first spar being the lowermast, then the topmast, then the topgallant mast, and sometimes a royalmast called the pole.

Mast Head, the upper end of any spar used in a mast, i. e., the lowermast head, topmast head, etc.; the place where the mast head light is carried at night when under weigh.

Mast Lining, an extra cloth sewed to the after surface of a square sail to protect it from wear against the mast.

Mast Rope, a line rove off and used for sending down a mast.

Master, the commander of a merchant vessel.

Mate, the first mate; a warrant officer in the Navy; watch officers in the merchant marine.

Mess Gear, knives, forks, spoons, etc.

Messenger, a species of hook-rope for heaving mooring lines, wire hawsers, etc., taut—when ever the line itself can not be passed around a capstan or winch a messenger is used.

Mizzen Mast, the after mast of a three masted vessel; the third mast aft from the foremast on a four masted vessel.

Mole, a projection built into a bay; a break-water; a stone wharf.

Monkey Gaff, a short gaff on the mizzen mast to which the ensign is hoisted—sailing ships do not have flagpoles.

Monkey Jacket, a short overcoat; a pea jacket.

Monkey Island, the top of the pilot house.

Moon Sail, a three cornered sail spreading above the skysails; moonrakers, seldom seen today.

Moored, when secured by some other means than her anchor; fast alongside a wharf; secured bow and stern; when both anchors are down.

Mooring Buoy, a buoy for a vessel to moor to.

Mooring Swivel, a device that prevents turns and elbows forming in the chains when two anchors are down.

Mope, a lubber; a lazy fellow; a "soger."

Navigation, a science which affords the knowledge necessary to conduct a vessel from point to point on the surface of the earth.

Navigable, open to navigation; deep water.

Navigator, an officer who does the navigating and looks after all equipment such as the compasses, flags, chronometers, etc.

Nigger Heads, the drums of a horizontal windlass.

Norman Pin, a pin passing through the top of an anchor bitt to keep the turn of chain from flying off.

Nose, a vessel's stem; her cutwater; figure-head.

Oars Man, a man skilled in using an oar.

Orlep Deck, the fourth deck down from the spar deck.

Pacific Iron, an eyebolt in the ends of topsail and lower yards.

Packet Ship, a vessel that sailed always on schedule and made all speed to her destination—the first packets were the Black Ball Line. (1816)

Paddle, a short oar used without a row lock.

Painter, a rope used for making a boat fast.

Palm, an implement made to fit the hand and used when sewing canvas.

Parceling, cloth covering wound on a rope previously to serving it; a piece of canvas tacked over a seam.

Parral, a piece of hard wood at the slings of a yard scored out so as to fit partly around the mast; pieces of hard wood on the end of a boom which fit partly around the mast; the same thing on a gaff.

Parral Lashing, a lashing passed from one parral point to another to hold a yard or boom against the mast.

Parral Shoe, a piece of wood introduced between the end of a gaff or a boom at the parral to prevent the boom's chafing the mast.

Partners, two pieces of heavy timber placed fore and aft under the deck at the points where masts pass through—they strengthen the deck at this point.

Pawls, devices which prevent a capstan barrel from unwinding, going backwards, under strain.

Pay Off, when the voyage is finished and the crew receive all pay due.

Pay Out, to slack away on a line; to veer on an anchor chain.

Pea Jacket, a short overcoat for Sunday wear.

Peak, the topmost point of a fore-and-aft sail.

Peak Halyards, halyards for bringing the after end of a gaff up to an angle with the mast and holding it so. (See Throat Halyards)

Pendant, short pieces of wire rope with a ring in one end which hang beneath the tops for hooking burtons and other purchases to; any such permanent device.

Percher, a luff tackle placed at the standing end of halyards and used for sweating up a few more inches on the halyard after the fall has been made fast.

Pilot, a person who cons a vessel into port; a guide on shore.

Pike, wooden shafts about eight feet long armed at one end with a steel spike and used for repelling boarders in old time warfare.

Pinnace, a sailing launch belonging to a man-of-war; a large boat fitted with both oars and sail.

Planks, the strakes; the deck flooring. (See Garboard Strake)

Point, a compass card is divided into 32 segments called points and given names, each point being 11 degrees and 15 minutes of arc apart; a projection of land.

Port, an opening in a vessel's hull used for various purposes.

Pratique, whenever a vessel enters a foreign port she is automatically quarantined and must hold no commerce with the shore until permitted to do so by the health authorities, such permission is pratique.

Preventer, a piece of gear rove off to reinforce some other piece, as a preventer stay.

Pricker, a small steel tool used for opening up the lay of wire rope in splicing.

Punt, a blunt ended boat; a kind of pontoon.

Q-Ship, a vessel fitted out to decoy submarines to attack her; a decoy.

Quadrant, an instrument once used for measuring the altitude of celestial bodies which has been replaced by the sextant.

Quarantined, a vessel with which no communication is permitted.

Quarterdeck, that part of the deck of a vessel of war from the mainmast aft to the mizzen.

Quarter Gunner, a gunner's mate in the old navy.

Quartermaster, a helmsman in the merchant marine; a petty officer in the navy who looks after the steering, signaling, etc.

Quay, a pier; a wharf; a dock; sometimes a mole.

Racking Seizing, a seizing placed on the parts of a purchase to keep it from slacking away while some weight is suspended—a species of stopper.

Raider, a vessel preying on commerce during war time.

Rail, a fence-like protection around a vessel's upper decks; the bulwarks; the gunwale.

Rake, the angle of a vessel's masts, smokestacks, etc.; shell fire from ahead or astern.

Range, the galley stove; the difference between high and low tide in feet.

Ratlines, ropes leading from shroud to shroud and furnishing a ladder for laying aloft.

Ratlin Stuff, eighteen thread tarred hemp rope of which ratlines are made.

Rat Guards, shields of sheet metal placed around mooring lines when a vessel is alongside a wharf to prevent rats from holding traffic.

Reef, a line of submerged or partly submerged rocks; a tuck taken in a sail to shorten it.

Reef Bands, an extra cloth of canvas sewed horizontally across a sail to re-enforce it where the reef points pass through.

Reef Point, a piece of line passing through a sail and leaving a tail about three feet long on each side of the canvas by which means the sail is reefed by passing the points around the yard and tying them.

Ring Bolt, an eyebolt having a ring in it. (See Eye Bolt)

Ring Buoy, a circular life buoy for throwing overboard to a person in the water.

Rising, an inside stringer in a small boat running parallel with the gunwale a few inches below it; a resting place for the ends of the thwarts.

Robands, short pieces of spunyarn which stop the head of a sail to its yard.

Rope Yarns, strands of unlayed rope, usually hemp.

Rope Walk, a factory where rope is made.

Roundly, speedily; without caution; the opposite of handsomely.

Row Lock, a means on the gunwale of a pulling boat to give leverage to the oars—there are different types of row locks.

Royals, the fourth sails up from the courses; the sails above the topgallants.

Rudder, a pivoted device at the stern of a vessel by which it is steered.

Rudder Post, a post serving to connect a rudder with the helm by which it is swung on its pivot. (See Helm)

Ruler of the Waves, father Neptune, the god of the seas.

Rules of the Road, an international agreement wherein vessels of all nations shall maneuver in a certain manner in passing, carry certain specified lights at night, etc., the object being to avoid collisions and render navigation safe.

Run, the tapering part of a vessel toward her stern; a distance made good in one day.

Runner, an agent of any kind such as an insurance solicitor; a means of increasing the lifting power of topsail halyards.

Running Gear, all ropes reeving through blocks and used in setting, trimming, furling, and maneuvering sails in any way; opposite to the standing gear.

Running on a Bowline, when close hauled and the leeches of the sails are held forward by bowlines—by means of bowlines a square rigged vessel can lay a bit closer into the wind.

Saddle, a chock of wood on top of the bowsprit into which the heel of the jibboom rests. (See Jib Boom)

Sail, any kind of fabric used for propelling a craft by means of the wind.

Sail Ho, a hail passed by the lookout upon sighting any object at sea.

Samson Post, a sturdy post erected from the deck amidships on vessels designed to carry deck loads of lumber to help hold the deck load from shifting; a stantion erected from the keelson and supporting a deck.

Save All, a net spread between the ship and the wharf when cargo is being hoisted to save any objects that might fall overboard.

Sand and Canvas, a method of cleaning paint-work, wood work, oars, etc.

Scarf, a carpenter's splice placed in a timber.

Schooner, a fore-and-aft rig having from two to seven masts.

Scope, the length of the anchor chain which a vessel is riding to; the radius of her swing when the tide causes her to swing around.

Scull, to propel a skiff with one oar over the stern; to propel a skiff with two oars in oar locks.

Scuppers, the drainage system of a vessel's deck whereby the water shipped on deck will drain off.

Scuttle, to bore holes in a vessel and admit water into her; a companionway leading to the forecastle.

Seams, the intersection of planking; where cloths of canvas join.

Seizing, a binding-like method of securing two pieces of gear together, or one piece back onto itself to form a bight.

Seizing Stuff, marline, spunyarn, and other such small stuff with which seizings are made.

Serving, a covering for rope and wire made by winding marline or some other small stuff around it.

Serving Board, a wooden implement with which serving is placed on rope.

Serving Mallet, a wooden mallet-like implement with which serving is placed on wire.

Sheet, the rope or chain which secures and holds down the clew of a sail when spread.

Sheet Anchor, a heavy anchor, equal in weight to the bowers.

Sheet Bend, the same as a becket bend. (See Becket Bend)

Sheet Chain, the chain belonging to a sheet anchor.

Sheet Home, haul away on the sheets until the clews of the sail are fully down and the sail spread.

Ship, a vessel of three masts and crossing square yards on all three.

Ship Shape, gear coiled up, everything tidy, neat and clean.

Shore, a brace of wood or iron; the beach.

Shored, anything braced or reinforced.

Shot of Chain, a section of anchor chain 15 fathoms in length.

Shove Off, get clear; go away; mind your own business.

Shrouds, heavy ropes or cables serving to side-stay and backstay all lowermasts; ropes or cables sidestaying topmasts.

Sick Bay, a ship's hospital.

Sister Block, a double block, one sheave above the other on the same plane and differing from a fiddle block in that both sheaves are of the same size, it is used for a much different purpose, too.

Sister Hooks, two hooks arranged so as to parallel each other with the hooks pointing in opposite directions.

Skin, the outside shell of an iron ship.

Sky Pilot, a preacher.

Skysail, the fifth sail up from the deck; kite.
(Double Topsails ignored)

Skysail Yard, the fifth yard up from the deck.
(Double Topsails ignored)

Slack, not taut; hanging in a bight; guff; not drawing.

Slice Bar, an iron bar used for stirring up the fires in the fireroom.

Sliding Gunter, a type of fore-and-aft rig used in small boats.

Sling, a circle of rope or wire. (See Cargo Sling)

Slings, the center of a yard; a chain which supports a lower yard.

Slip, the difference in distance between what a propeller should go and what it actually does go; propeller loss; to lose one's footing; to leave an anchor and take a hasty departure; a species of dock into which ferry boats enter.

Slippery Hitch, a hitch that will not hold; a granny knot.

Slew, to turn anything around; to move anything.

Sloop, a fore-and-aft rig of one mast, spreading the sail with a gaff and a boom, and having a bowsprit; an old-time war vessel which carried guns on one deck, commonly from ten to thirty guns.

Slop Chest, supplies such as tobacco and clothing carried on the vessel and sold to the crew by the master.

Slush, grease for the mast; old grease.

Slushing Down, greasing down the masts with slush.

Smart, trim; easily handled and steered; ship shape; active and intelligent.

Smartly, quickly; promptly; with despatch.

Smoke Screen, smoke intensified and emitted as a screen to some maneuver in war time.

Smoke Stack, the funnel.

Smoke Stack Guys, stays holding the smoke stack perpendicular.

Snatch Block, a single sheave block that can be opened and placed around a line, usually used for fairleading purposes.

Sounding, casting the deepsea lead; measuring the depth of the water in the bilges.

Sounding Machine, a machine containing a reel upon which is wound wire to which the deep-sea lead is made fast, used for dropping and heaving in the deepsea lead.

Sounding Rod, (see Sounding Well)

Sounding Well, a tube leading through a vessel's decks into the bilges by which means they are sounded, a line holding a sounding rod being lowered down the tube and the depth of the water measured.

Spanker, a fore-and-aft sail spreading on the mizzenmast.

Spanker Boom, a boom that spreads the foot of a spanker.

Spanker Gaff, a light boom that spreads the head of a spanker.

Spanker Sheet, a tackle that secured the after end of the spanker boom and by which means the sail is trimmed. (See Sheet.)

Spanner, a wrench for connecting up fire hose; a wrench that operates round nuts.

Spar, a round piece of timber; a mast such as a topmast; a boom such as a jibboom, a lower boom.

Spar Deck, the uppermost deck of a vessel not rising above the sheer.

Spare, an extra of anything, as a spare propeller, a spare jib.

Specie, gold bullion; money; valuables such as jewels.

Spencer, a heavy sail, usually a staysail or try-sail.

Spike Bowsprit, a solid bowsprit; a bowsprit having no jibboom.

Spinnaker, a large triangular sail set when running before the wind on vessels of fore-and-aft rig.

Spinnaker Boom, a boom that spreads the foot of a spinnaker.

Spur Shore, a boom, one end of which rests against the ship's side and the other end secured on a wharf to hold the vessel off like a fender.

Square Head, a Scandinavian.

Square Knot, a knot for securing the ends of two ropes together; a reef knot, used in making fast the reef points.

Square Rigger, a vessel spreading square sails; a four masted vessel spreading square sails on every mast; a four masted ship.

Stand By, get ready; prepare to execute some order or evolution, as stand by to lower away.

Standard Compass, the compass used in laying off all courses; the compass to which all others are referred. (See Steering Compass)

Station, an appointed place for a man to go in emergencies such as fire, collision, abandon ship, etc.

Stations for Stays, stand by to go about; get all gear ready for bouting ship. (See About.)

Steerage, passenger quarters forward; on a man-of-war the junior officers' living quarters.

Steerage Way, head way; under control.

Steering Compass, the compass by which the vessel is steered.

Steering Gear, the wheel and helm and everything connected with them.

Steering Oar, a long oar used for steering a boat in a sea.

Stern, the end opposite the bow.

Stern Sheets, the after end of a small boat containing seats for passengers.

Sternboard, going astern; stern weigh.

Stirrups, pendants which come down from a yard and support the foot rope. (See Foot-rope.)

Strake, planks extending from stem to stern-post and forming the outside shell of a vessel.

Stretchers, athwartship pieces placed in the bottom of a small boat to brace the feet against when pulling an oar; boat stretchers.

Stream, a channel; to place the log overboard, to stream the log.

Stream Anchor, a small anchor smaller than a bower, larger than a kedge.

Stroke Hold, the firerooms; the engineroom.

Strong Back, a wooden span across hatches; a wooden span between davits to which a boat is griped against; a girder placed across a hatch.

Studding Sail, a sail spread beside a square sail to increase its area.

Studding Sail Boom, a boom which spreads a studding sail.

Stop, a short piece of spunyarn or other small stuff used for binding up a bundle; a rope for hauling out an awning to the ridge rope; a species of small lashing.

Stopper, something, a rope or seizing, placed on a running fall to hold it temporarily until it can be belayed.

Strop, a grommet placed around a block to receive the hook of the block; an iron band around a block for the same purpose; a short sling; a long grommet.

Strut, a bracket which supports the after end of a propeller shaft on a vessel of twin screw type.

Sumner Lines, a method of navigation invented by Captain Sumner.

Supercargo, an agent who looks after cargo and other such details.

Superdreadnaught, a war vessel of the dreadnaught type, mounting nothing but 14-inch guns as a battery.

Tack, the forward lower corner of a fore-and-aft sail; an angle a vessel under sail takes when sailing toward the wind.

Taffrail, that part of a vessel's rail which rounds the stern.

Taffrail Log, a patent log of the propeller type.

Tail Block, a clump block with its strop terminating in a tail.

Tally On, to walk away on a hauling fall; to lend a hand.

Tar, a black sticky substance used as a preservative on rope, etc.

Tar Down, to place tar on the standing rigging.

Tarpaulin, a piece of canvas fitted to cover a hatch; a piece of canvas placed on deck to protect it; a piece of canvas placed over cargo or anything to protect it.

Taut, a rope not slack; rigid.

Tennon, a shoulder cut at the end of a spar to take a ferrule or a cap.

Thimble, a metal device placed within eye-splices to protect them from wear; any such protecting device.

Thole Pin, a pin shipping into the gunwale of boats to be used in place of a row lock.

Throat, the forward upper corner of a fore-and-aft sail.

Throat Halyards, halyards to raise the throat of a fore-and-aft sail.

Thwart, a seat for the oarsmen in pulling boats.

Thwartships, opposite to fore-and-aft; transversely.

Tier, a series of bights of anchor chain resting, stowed, in the chain-locker.

Tiering, a method of stowing anchor chains in chain lockers so it will run out clear when the anchor is dropped.

Tight, close fitting, as a tight cork; not sober.

Tiller, the helm of a small boat.

Toggle, a short piece of wood spliced into the end of rope which passes through another eye or bight and crosses, thus securing it.

Timbers, timbers extending from the keel to the sheer of a vessel; ribs.

Top, a platform at the lower mast doublings to give spread to the topmast shrouds.

Top Hamper, spars, rigging, smokestacks, everything above the sheer.

Topgallant Mast, the third mast up from the keel.

Topgallant Sail, the third sail up from the deck. (Double topsails ignored.)

Topgallant Yard, the third yard up from the deck. (Double topsails ignored.)

Topmast, the second mast up from the keel.

Top Maul, a species of sledge hammer; a heavy hammer.

Topping Lift, lines suspending the after ends of booms in vessels of fore-and-aft rig; a tackle lifting the end of a boom.

Topsail, the second sail up from the deck.

Topsail Yard, the second yard up from the deck.

Topsail Tye, a chain leading through the topmast head and making fast at the slings of a topsail yard.

Trice, to hoist anything aloft for any purpose.

Trick, a two hour watch at the wheel steering.

Trim the Dish, to place a small boat under sail on an even keel; to place any vessel on an even keel.

Truck, the tip of a mast; an ornamental device placed on the tips of masts.

Trestle Trees, fore-and-aft pieces of wood beneath the tops, resting on the bibbs. (See Bibbs.)

Turn To, begin working; begin anything; get busy.

Turnbuckle, a screw placed at the lower ends of stays and strouds to tauten them, taking the place of a lanyard. (See Lanyard.)

Truss, a heavy iron yoke which holds a lower yard forward of the mast.

Truss Chains, the slings of a lower yard. (See Slings.)

Twiddling Line, a line for stirring up a sluggish compass.

Up and Down, the situation of an anchor chain just as the anchor leaves the bottom in being hove up; the chain while the anchor is coming up; said of the wind when there is none; an Irishman's hurricane.

Vangs, guys which hold a standing gaff in a fore-and-aft position.

Vane, a pennant-like object flying at the mizzen truck to show which way the wind is blowing; a weather vane.

Variation of Compass, the difference between the direction a magnetic compass points and the true North; an error caused by the difference in situation between the magnetic North and the geographical North.

V-Bottom, a type of motor boat in which the bottom is built V-shaped instead of round or flat.

Veer, to pay out on an anchor chain; a sudden change of wind.

Vessel, a large craft of any rig and propelled in any manner.

Wake, the trace of an object passing through the water; the wave following a vessel going at high speed.

Water Logged, a piece of wood which has almost lost its buoyancy by absorbing water; a derelict with her deck awash; unmanageable.

Watch Tackle, a light tackle made up of one single and one double block.

Waterline, that space between the load seam and the ballast seam of wooden vessels; the space between the load line and ballast line of any vessel; the point of a vessel's submergence.

Wear, to go about by letting a vessel's head fall away from the wind until it is brought from one-quarter to the other; the opposite of going about. (See About.)

Weather Side, the opposite from the lee side; the side on which the wind is blowing.

Wedges, wedges driven around a mast where it passes through a deck to make a snug, secure fit.

Werry, (See Jolly Boat.)

Whack, a portion of food; an allowance.

Whaler, a vessel engaged in catching whales.

Whale Boat, a small boat pointed at each end; a light, seaworthy, canoe-like boat pulling five or six oars.

Wheel, a wheel which gives leverage in moving the helm in steering.

White Rat, one who carries tales aft; a stool pigeon.

Withe Band, an iron band which takes the place of a cap on the end of the jibboom through which the flying jibbooms ships.

Yacht, a vessel of any size or rig used for purposes of pleasure or sport.

Yard Arm, that part of a yard from where the lift makes fast out to the end; the end of a yard.

Yard Rope, a rope rove off and used for sending down yards.

Yaw, to veer when running before the wind.

Yawl, a vessel with one large mast well forward and a small one well aft, carrying a bowsprit and spreading fore-and-aft sails.

Yoke, a cross piece taking the place of a tiller in a small boat; a cross head taking the place of a helm in many types of steering gear.

Yoke Lines, two lines used on the yoke of a small boat.

Zenith, that point in the heavens directly over an observer's head.

Zenith Distance, the angular distance of a celestial body from an observer's zenith.

